

IN THE CLAIMS

The following includes the entire set of pending claims including markups.

Please amend Claims 1 and 6.

Please cancel Claims 2, 10, and 14-15.

1. (currently amended) An occupant protective apparatus, comprising:
a vehicle body including a portion to be deformed on receiving a collision load and a separate member for transmitting said collision load, said portion being formed at least in front of a vehicle room wherein the separate member is deformable after said portion is deformed to thereby allow for control over deceleration of said vehicle room on receiving said collision load;
a ~~structure~~ an engine made of a rigid body supported on said vehicle body, wherein said ~~structure~~ engine is attached to said separate member so as to be movable together backward relative to said vehicle body on receiving said collision load;
a seat supported on said vehicle body so as to be movable in the back-and-forth direction of said vehicle body, said seat including a seat belt for constraining an occupant seated on said seat;
a power transmission mechanism transmitting the backward movement of said ~~structure~~ engine to said seat, to thereby move said seat backward, wherein the power transmission mechanism is a cable; and
a guide fixed to the vehicle body, around which the cable is drawn back, one end of said cable affixed to said seat.
2. (canceled)
3. (canceled)
4. (previously presented) The occupant protective apparatus as set forth in Claim 1, further comprising a limit specifying mechanism for specifying the limit of said backward movement of said seat.
5. (original) The occupant protective apparatus as set forth in Claim 4, wherein said limit specifying mechanism is a damping stopper.

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6. (currently amended) An occupant protective apparatus, comprising:
a vehicle body including a ~~rigid body~~ an engine supported on a deformable portion of said vehicle body, wherein said ~~rigid body~~ engine is attached to a member for transmitting a collision load wherein said member is deformable after said portion is deformed to thereby allow said ~~rigid body~~ engine to be capable of backward movement together toward an occupant compartment in an event of a front-end collision;
a seat in said occupant compartment, supported on rails so as to be movable in the back-and-forth direction;
a cable disposed between the ~~rigid body~~ engine and the occupant compartment, and affixed to the seat, so as to transmit the backward motion of the ~~rigid body~~ engine to the seat to thereby move the seat backward in the event of a front-end collision; and
a guide fixed to the vehicle body, around which the cable is drawn back, one end of said cable affixed to said seat.
7. (previously presented) The occupant protective apparatus as set forth in Claim 6, wherein said seat further comprises a seat belt for constraining an occupant seated on said seat.
8. (previously presented) The occupant protective apparatus as set forth in Claim 6, wherein the cable is attached to said seat by means of a connecting metal member which is fixed to a lower surface of said seat.
9. (canceled)
10. (canceled)
11. (previously presented) The occupant protective apparatus as set forth in Claim 6, further comprising a limit specifying mechanism for specifying the limit of said backward movement of said seat.
12. (previously presented) The occupant protective apparatus as set forth in Claim 11, wherein said limit specifying mechanism is a damping stopper.
13. (canceled)

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14. (canceled)

15. (canceled)

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